BookletChart™

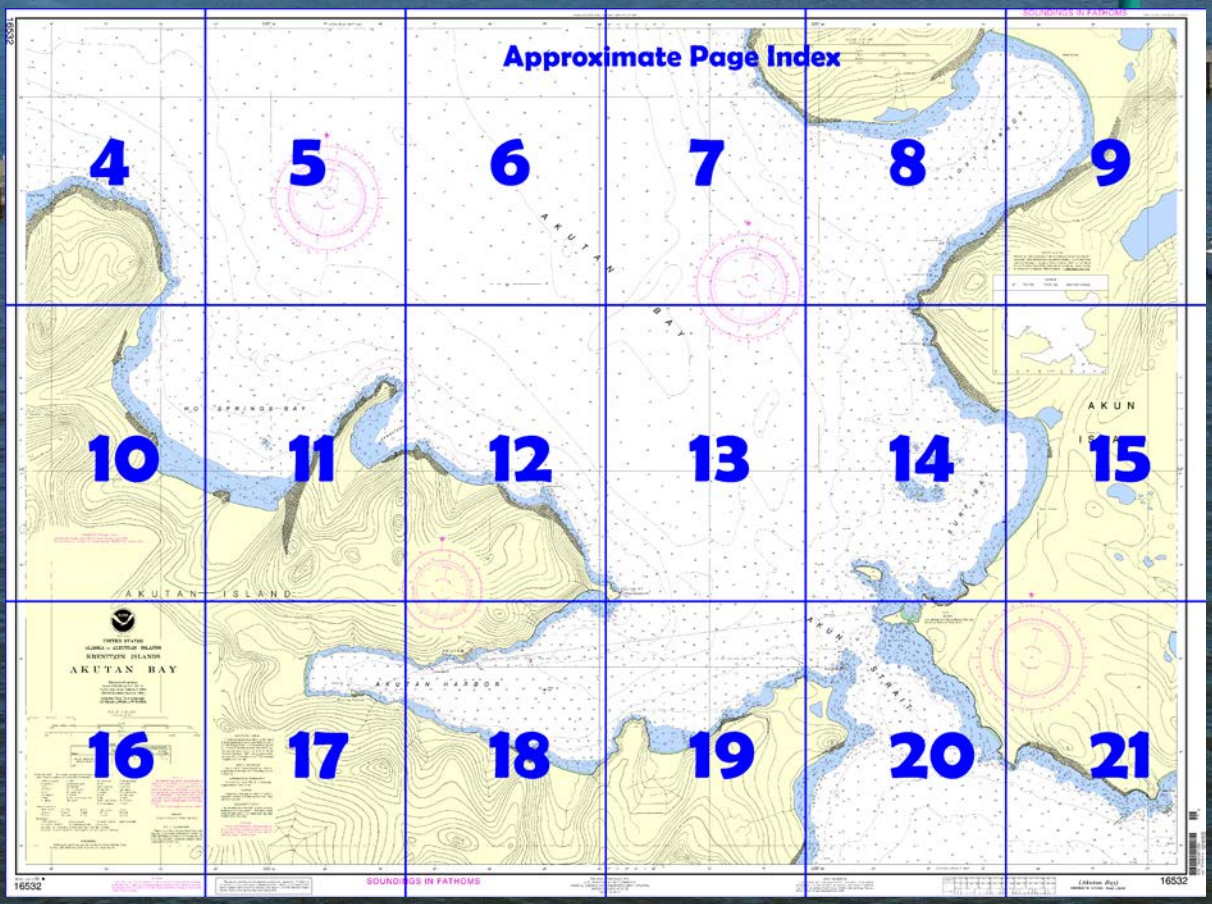
Akutan Bay

NOAA Chart 16532

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

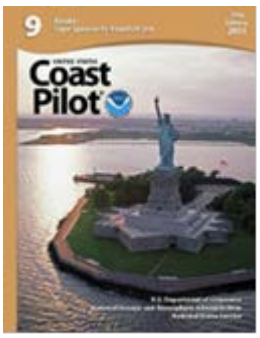
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16532.



(Selected Excerpts from Coast Pilot)
Akun Strait, between Akun and Akutan Islands, is about 1 mile at its narrowest part, but the navigable channel is reduced to 400 yards by reefs that extend from the E shore and by Race Rocks on the W. Race Rocks, a flat rocky islet 25 feet high and some smaller bare rocks, are near the N end of the strait and 0.3 mile from its W shore. **Akun Strait Light** (54°07'55"N., 165°39'35"W.) is shown from a skeleton tower on Race Rocks.
Shoal water and heavy kelp surround Race Rocks for a distance of about 250 yards; **Swirl Rock**, awash at half tide, is 250 yards N of the light and is conspicuous by the heavy overfall and swirls. The main channel is to the E and N of Race Rocks and Swirl Rock and has a least depth of 4½ fathoms. The channel to the W of Race Rocks has a least depth of 2 fathoms and is subject to currents which are just as strong as in the main channel.
Currents in Akun Strait attain an estimated velocity of 12 knots in the narrowest part, setting N with the flood. The slack period is very short. Tide rips, swirls, and overfalls occur, and with a N wind or swell are extremely heavy. By skirting the kelp off Race Rocks and passing within 100 yards to the N of Swirl Rock, local vessels are able to keep out of the strength of the current.
Green Bight, indenting the SE shore of Akutan Island at the entrance to Akun Strait, offers anchorage in 6 to 8 fathoms 0.4 mile from shore. It is convenient while waiting for slack water to pass through the strait.
The W or Akutan Island shore of Akun Strait is low, except in the middle where a rounded peak 650 feet high forms a steep cliff on the N point of Green Bight. Shoal water marked by heavy kelp extends about 500 yards E from this point.
From this low point with an arch, 1.6 miles W from Jackass Point, the E shore of Akun Strait extends NW for about 2 miles to a point with a flat grassy islet, 80 feet high, close by. Shoal water marked by heavy kelp fringes this shore. A rounded rock, 10 feet high, is 650 yards NW from the arch. A group of rocks, bare at low water, are about 500 yards NW of the rounded rock and about the same distance off the E shore of the strait.
The W end of the flat grassy islet can be approached to within 250 yards on the W, but shoal water marked by heavy kelp extends about 700 yards S. A flat islet, 200 feet high, is 0.4 mile N of the grassy islet; the passage between the two islets is obstructed and foul.
Akutan Bay opens into the Bering Sea between Akun Head and North Head. This approach from the Bering Sea is used to reach Akutan Harbor and other arms of the bay. Akun Strait, previously described, connects Akutan Bay with Avatanak Strait and the Pacific, but it is comparatively shoal and contracted, and is not recommended.
Akutan Harbor opens into Akutan Bay on the N side of the peninsula which juts into Akun Strait from Akutan Island; the preferred approach to the harbor is from N through Akutan Bay. The harbor is 4 miles long and from 0.5 to 1.8 miles wide. Except for crabpots, there are no known dangers over 300 yards from shore. From the head of the harbor, a trail leads inland to the hot springs.
Akutan is on the N side of the harbor about 2 miles W from the E end of Akutan Point. A light, (54°07'55"N., 165°47'07"W.), is about 0.4 mile SW of Akutan. On the opposite side of the harbor 1 mile farther W is a former whaling station with a wharf in disrepair. A concrete piling, covered at high water, is just off the wharf; this wharf is not recommended for mooring.
A recommended anchorage is about 300 yards off the village in 22 fathoms. Vessels can also anchor in the broad bight in the S shore in 15 fathoms, with the E end of Akutan Point bearing **018°**. The bottom at both anchorages is very sticky. The harbor is well sheltered from all except E winds, but heavy williwaws are encountered during gales.
A cannery (54°07'55"N., 165°47'12"W.), about 0.5 mile W of Akutan, has a dock with 1,600 feet of total berthing space and 15 to 35 feet alongside. The cannery monitors VHF-FM Channel 6.
Pilotage, Akutan.–Pilotages, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Aleutian Islands are served by the Alaska Marine Pilots.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 54° 10′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

NOTE B

CAUTION

Very strong currents and heavy tide rips are encountered in Akun Strait.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.114" southward and 7.135" westward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

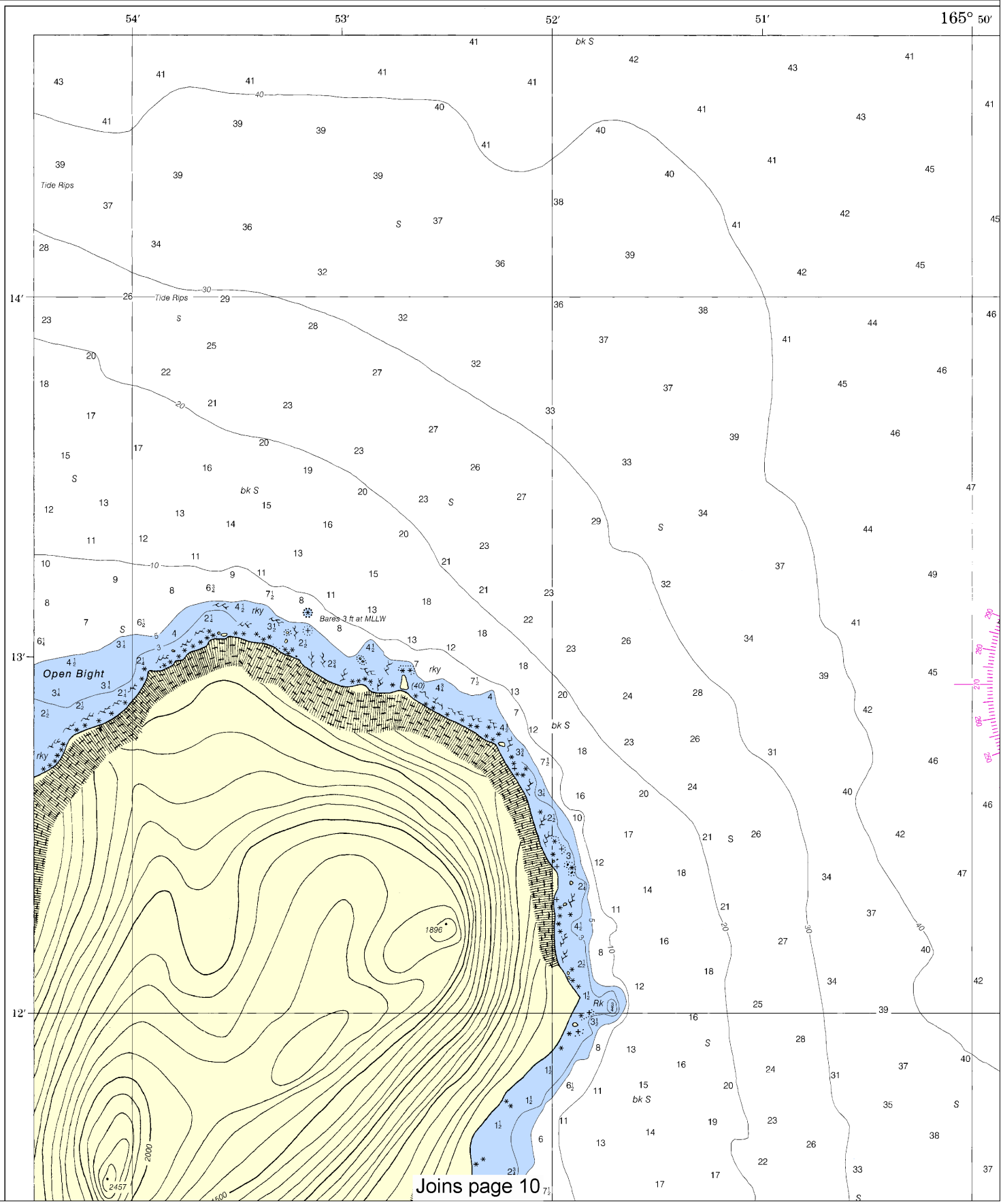
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Akutan Harbor, Akutan I (54°08'N/165°48'W)	3.9	3.7	1.3	-2.5

(500)



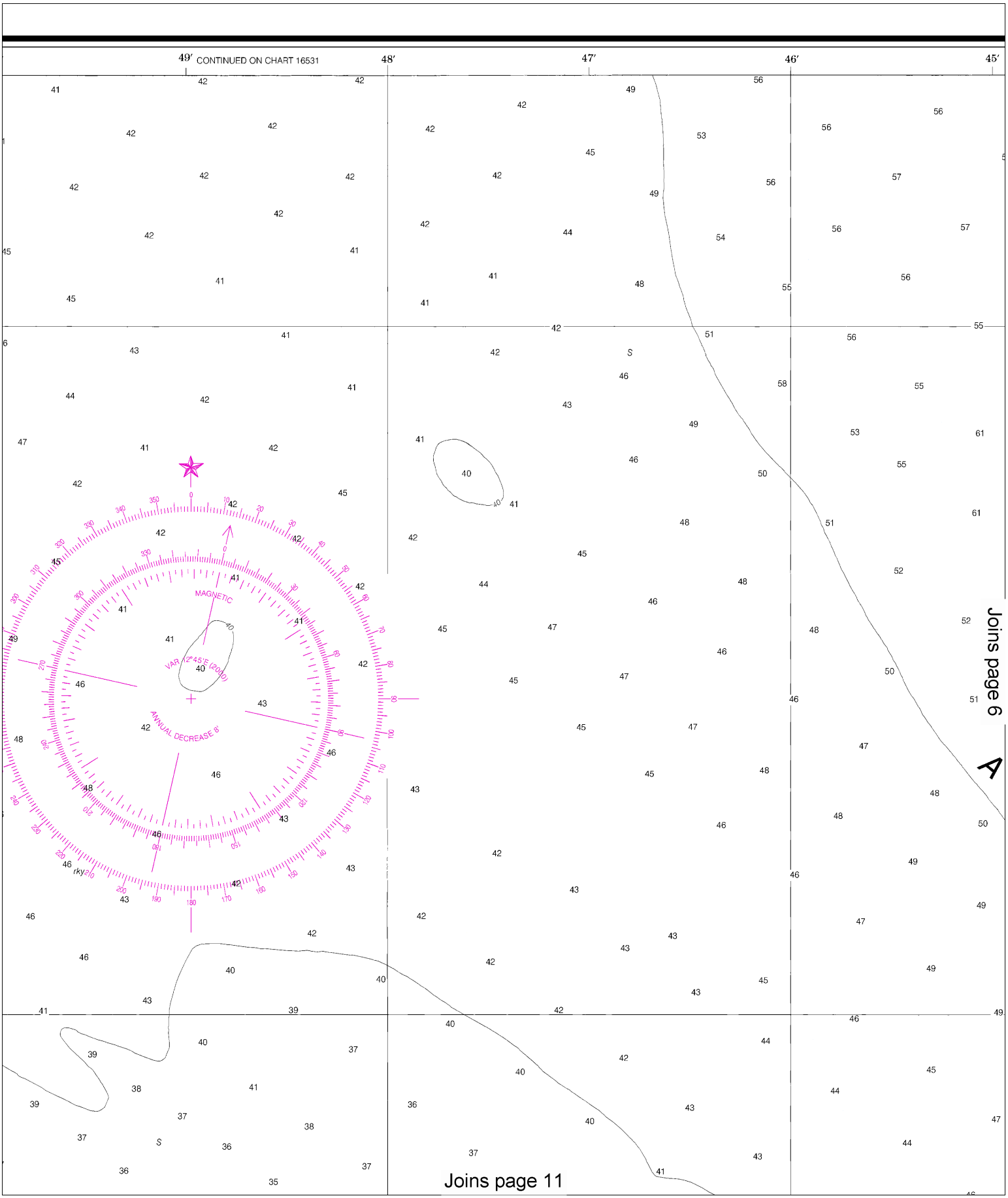
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

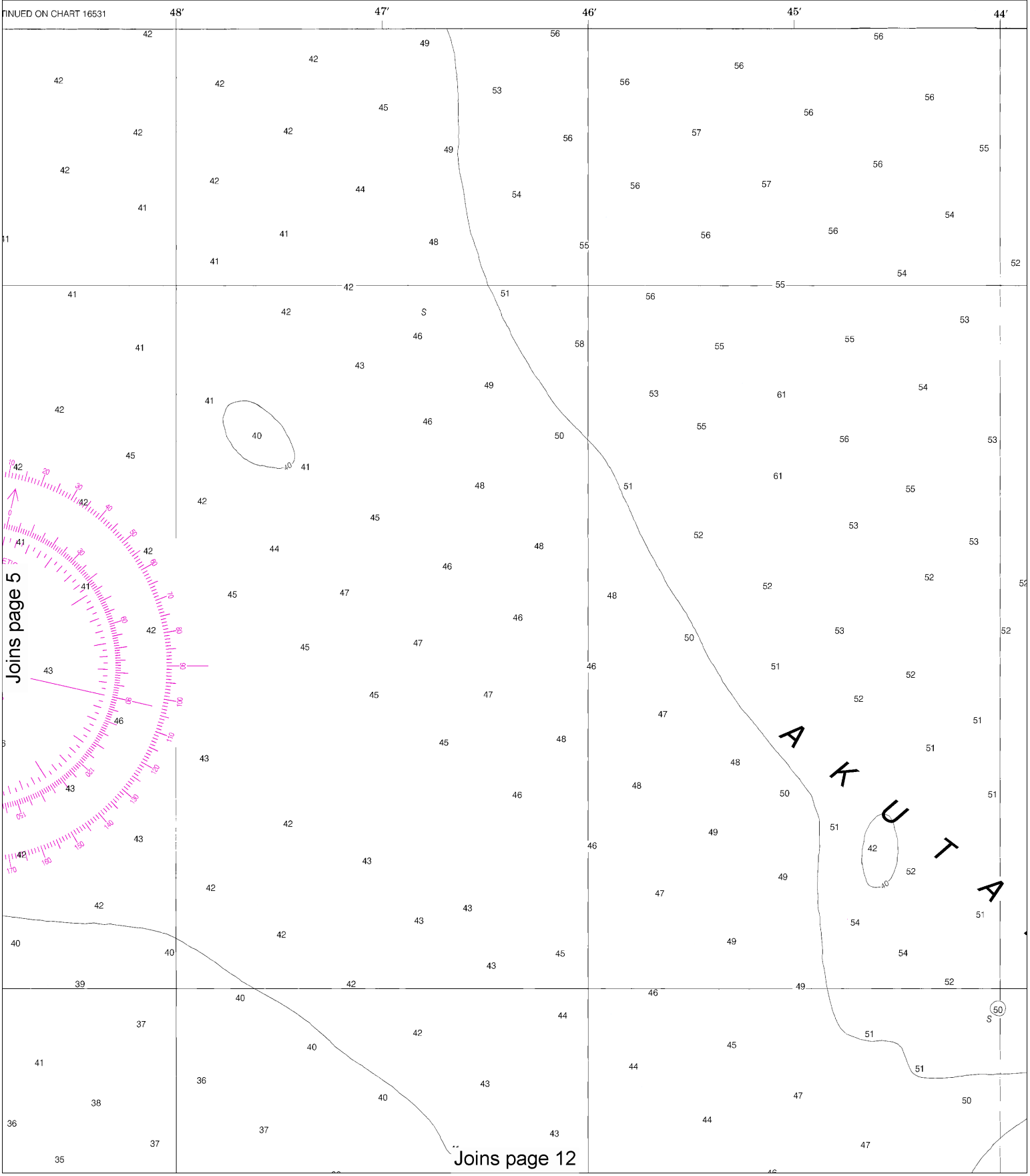
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

TINUED ON CHART 16531

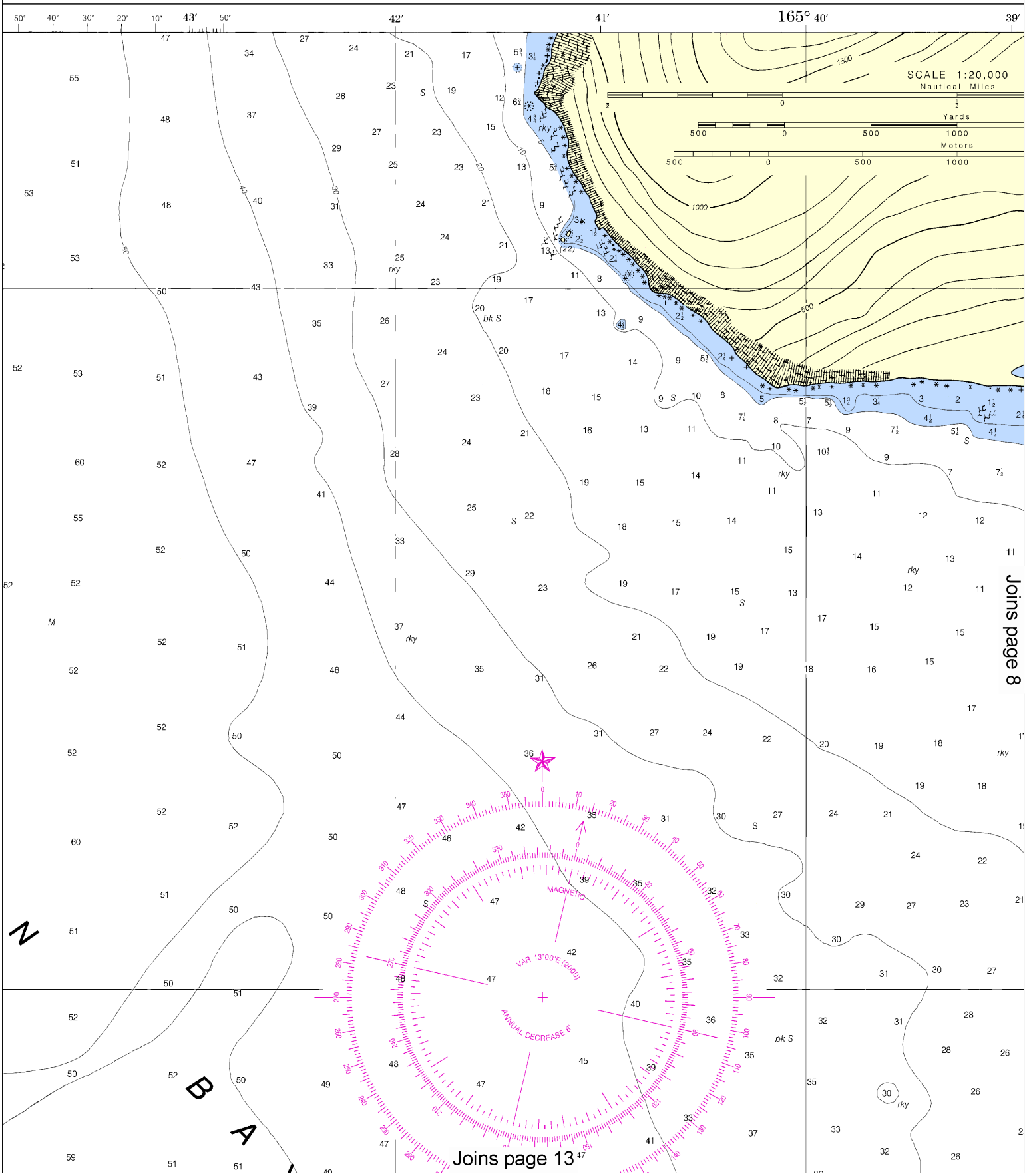


Note: Chart grid lines are aligned with true north.

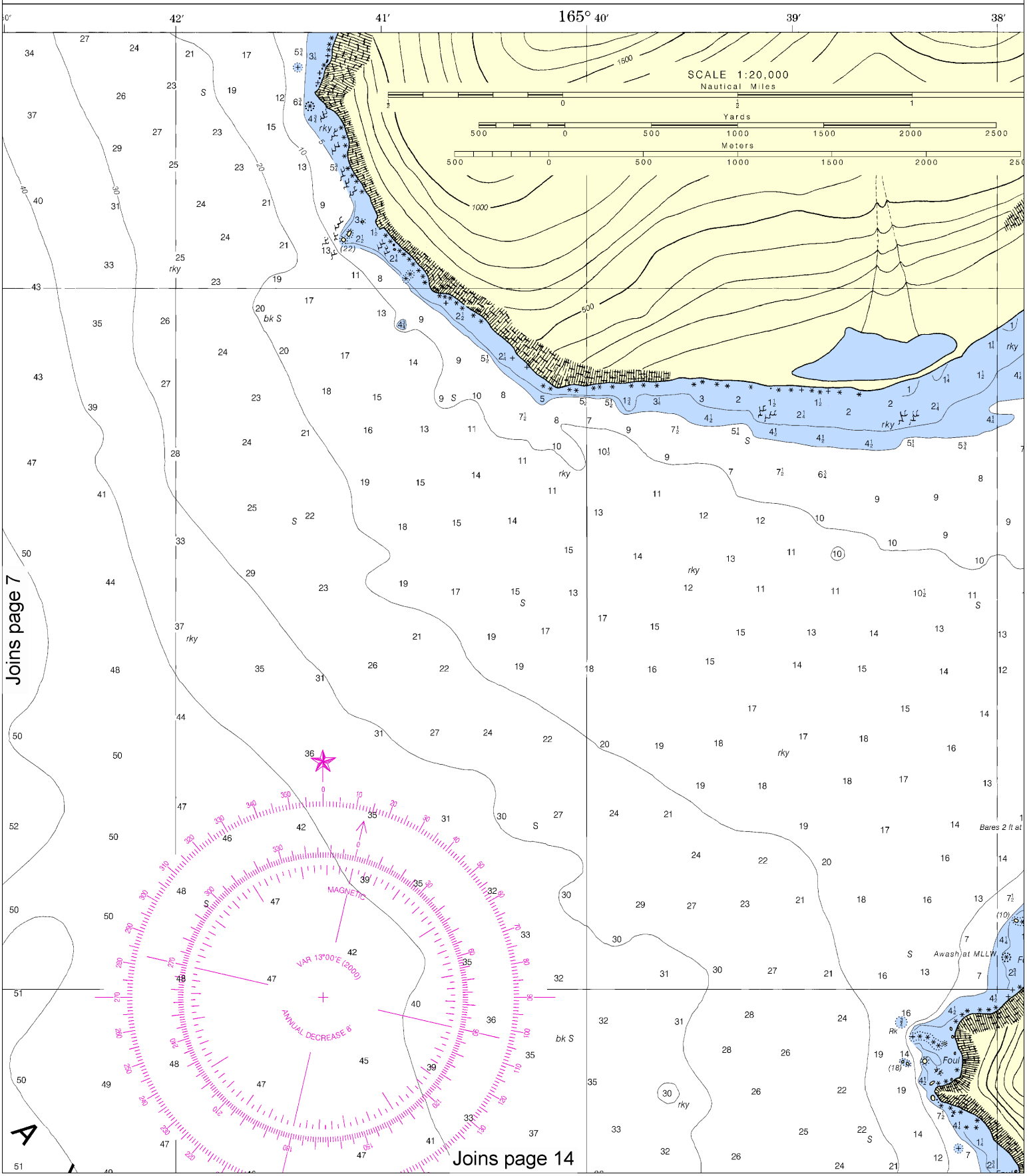
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



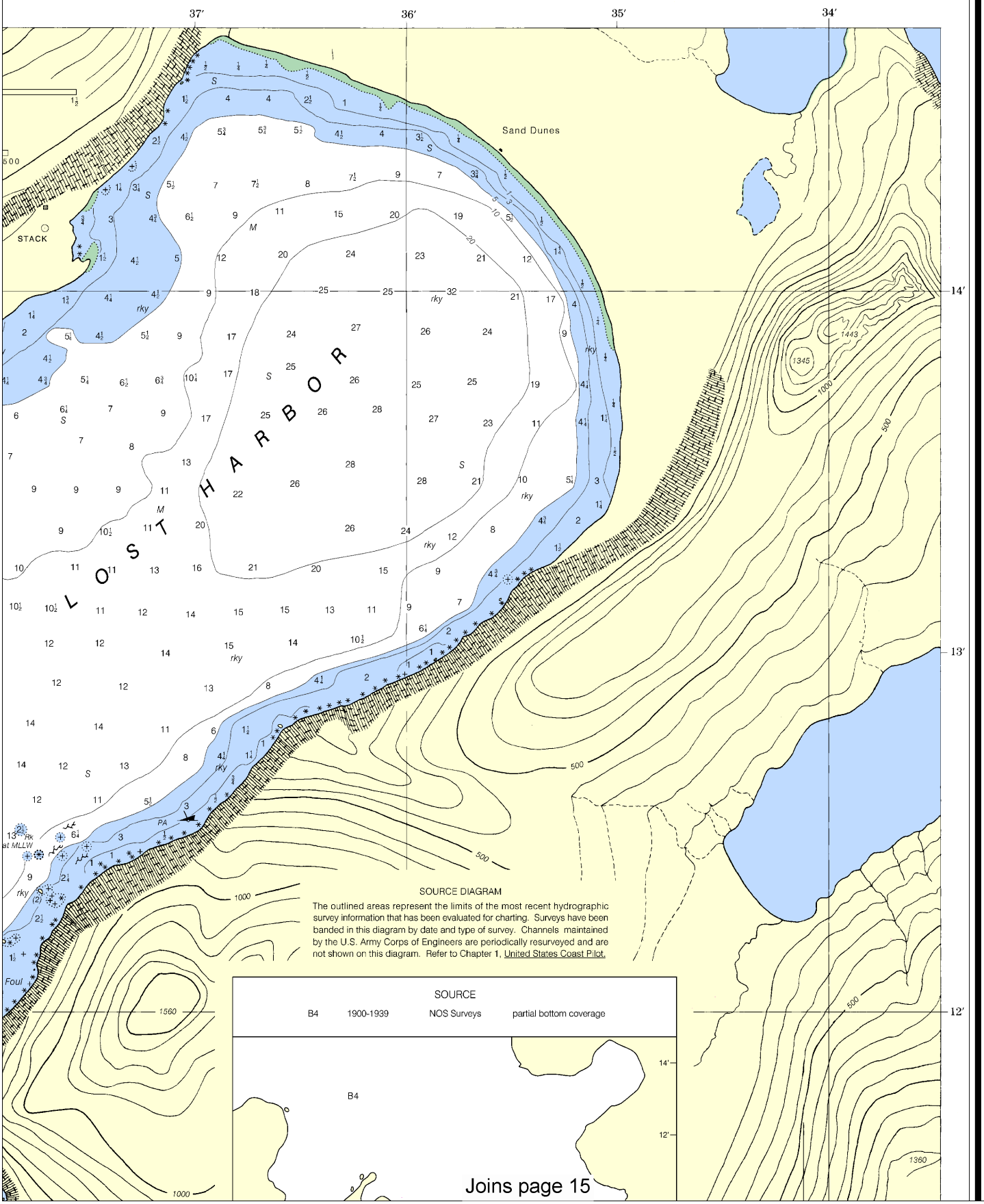
8

Note: Chart grid lines are aligned with true north.

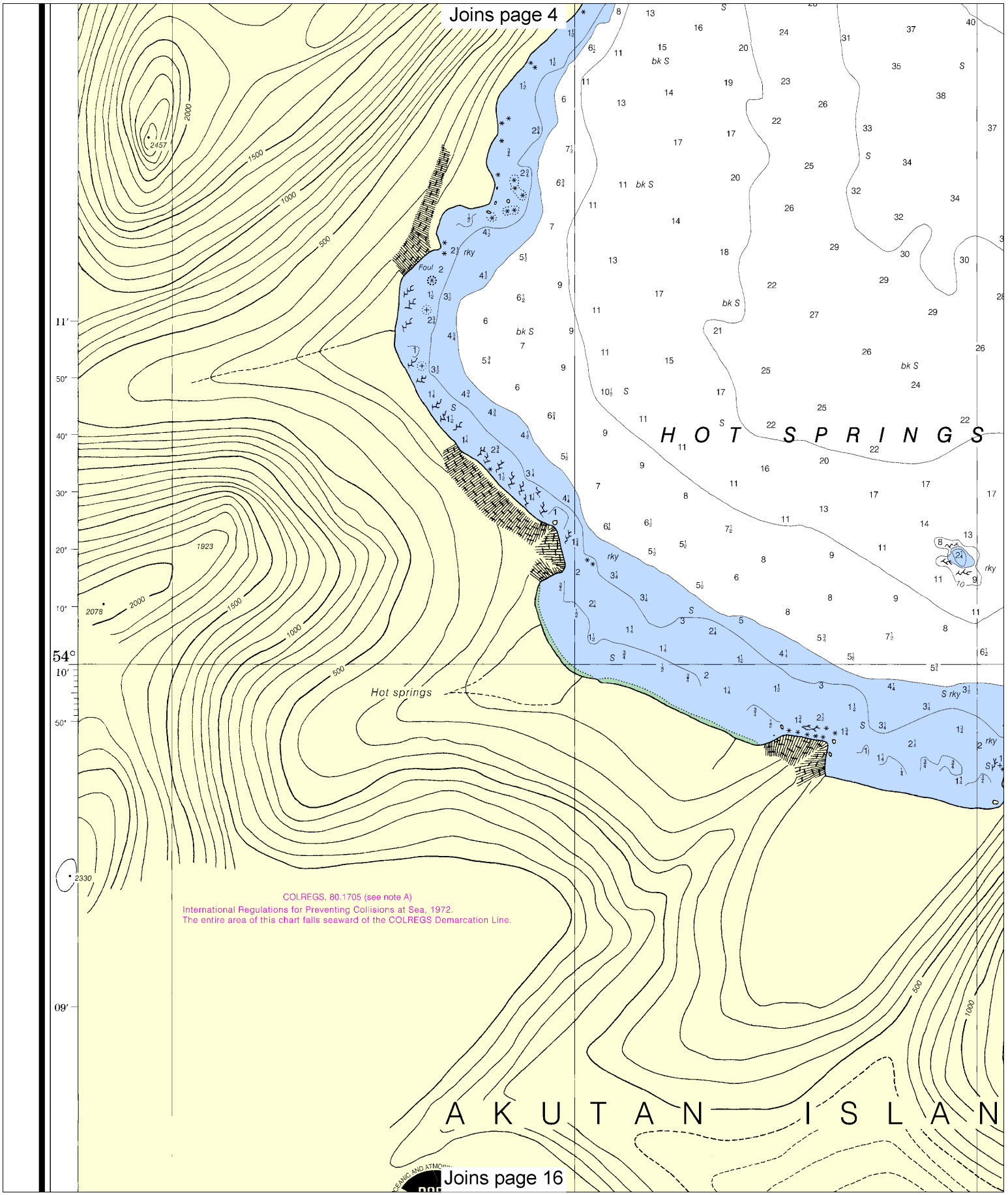
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Joins page 15

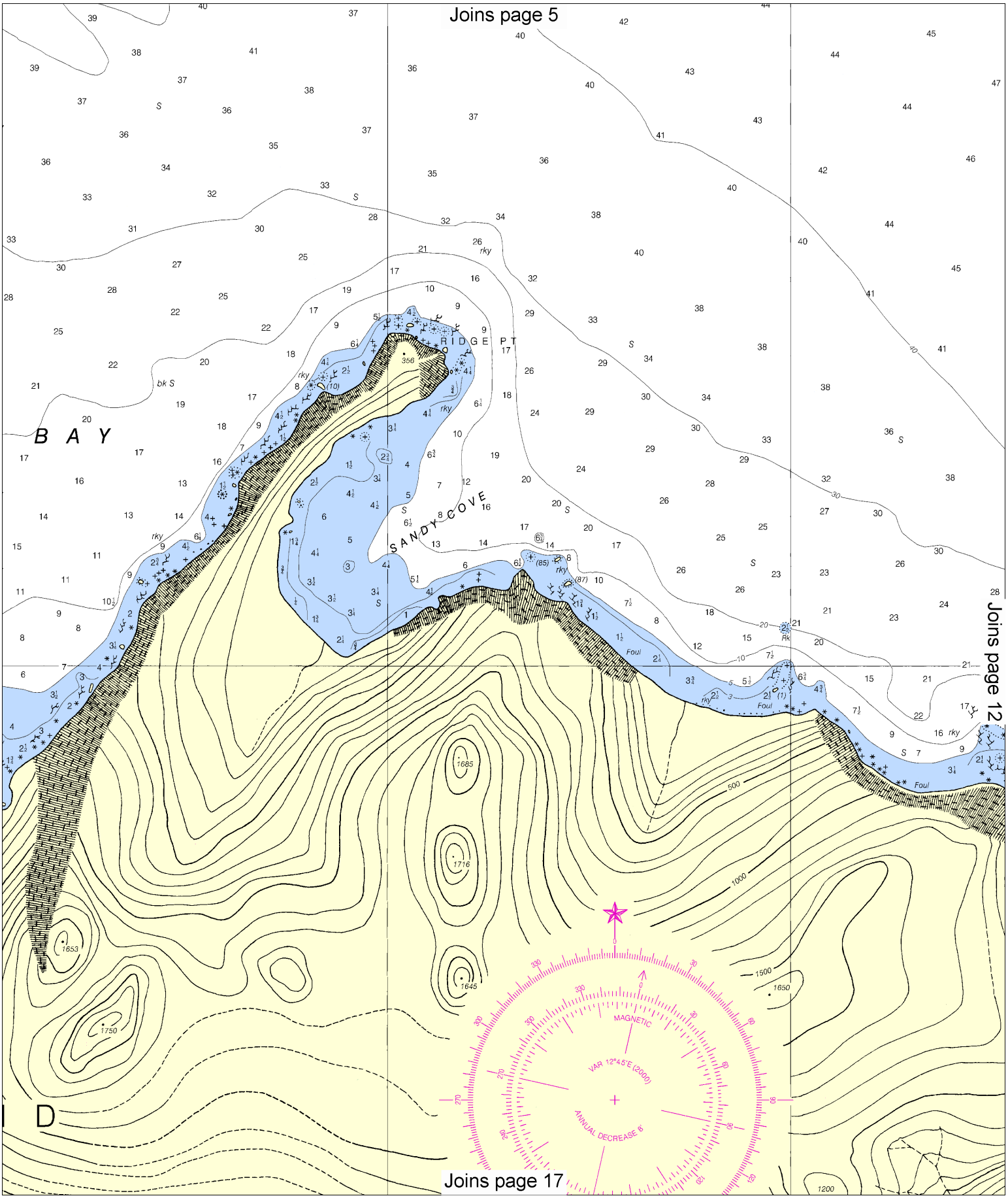


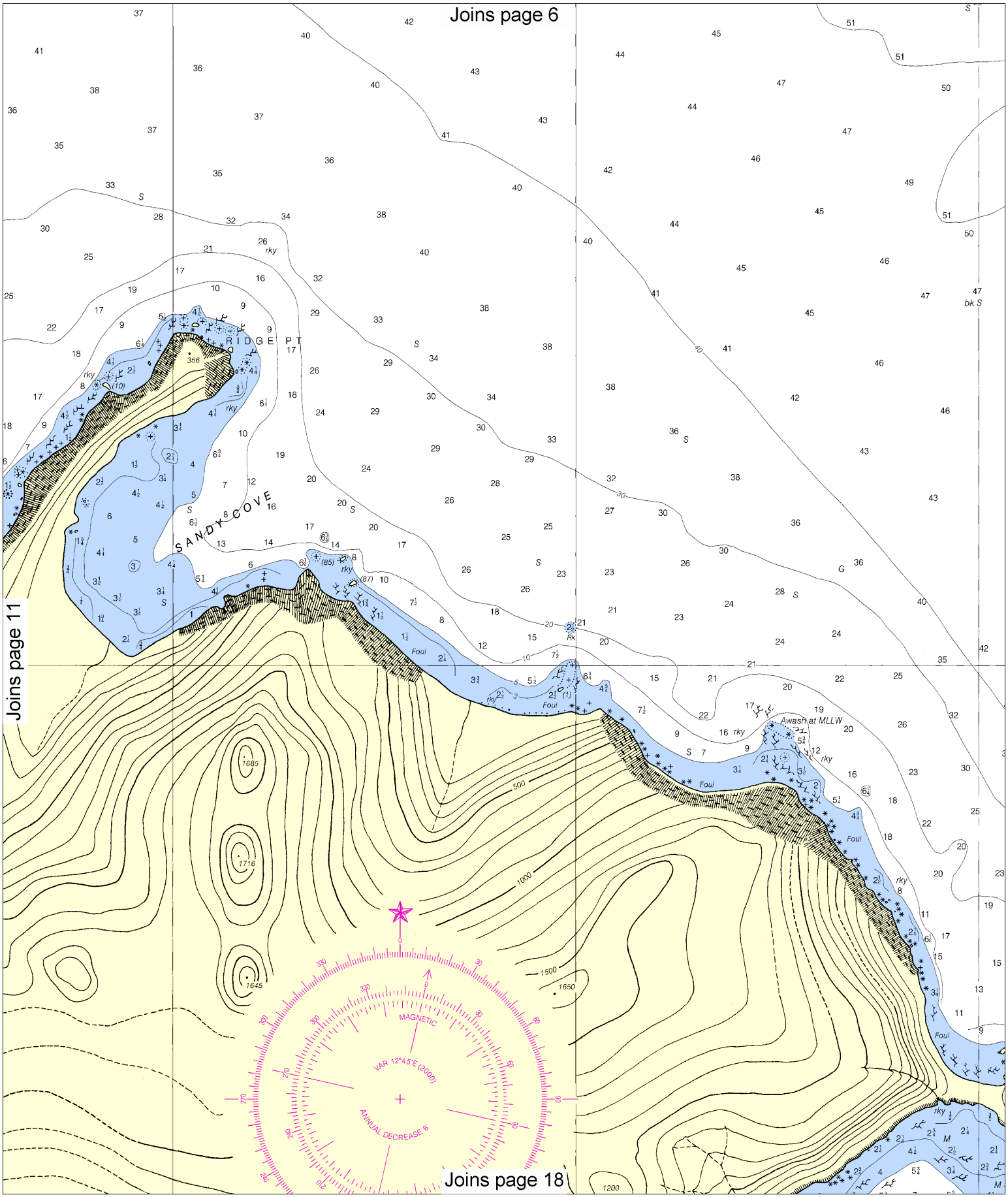
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
RIDGE PT
SANDY COVE
B A Y
bk S
rky
Foul
Rk
MAGNETIC
VAR 12°45'E (2000)
ANNUAL DECREASE 8'
Joins page 12
Joins page 17

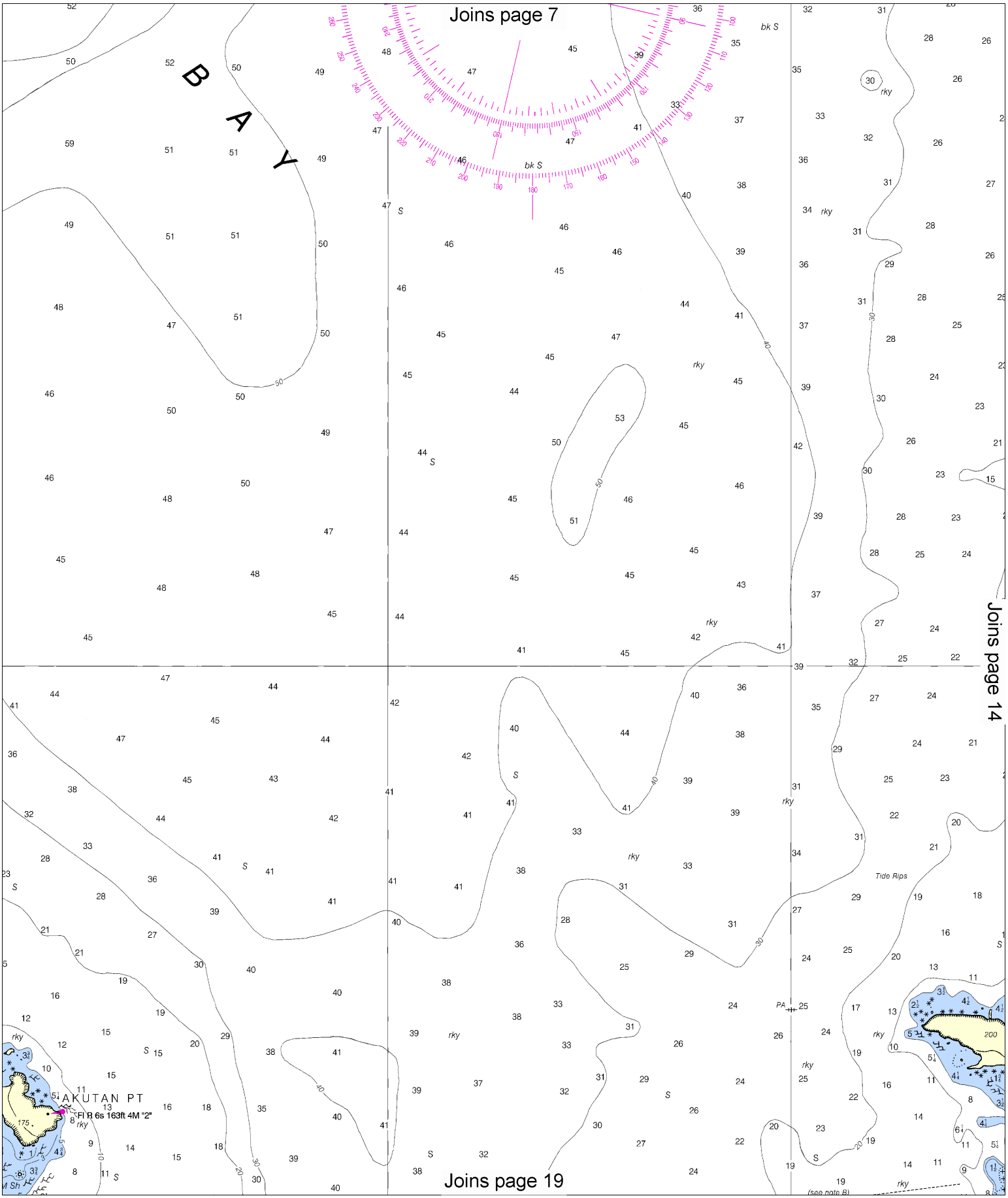


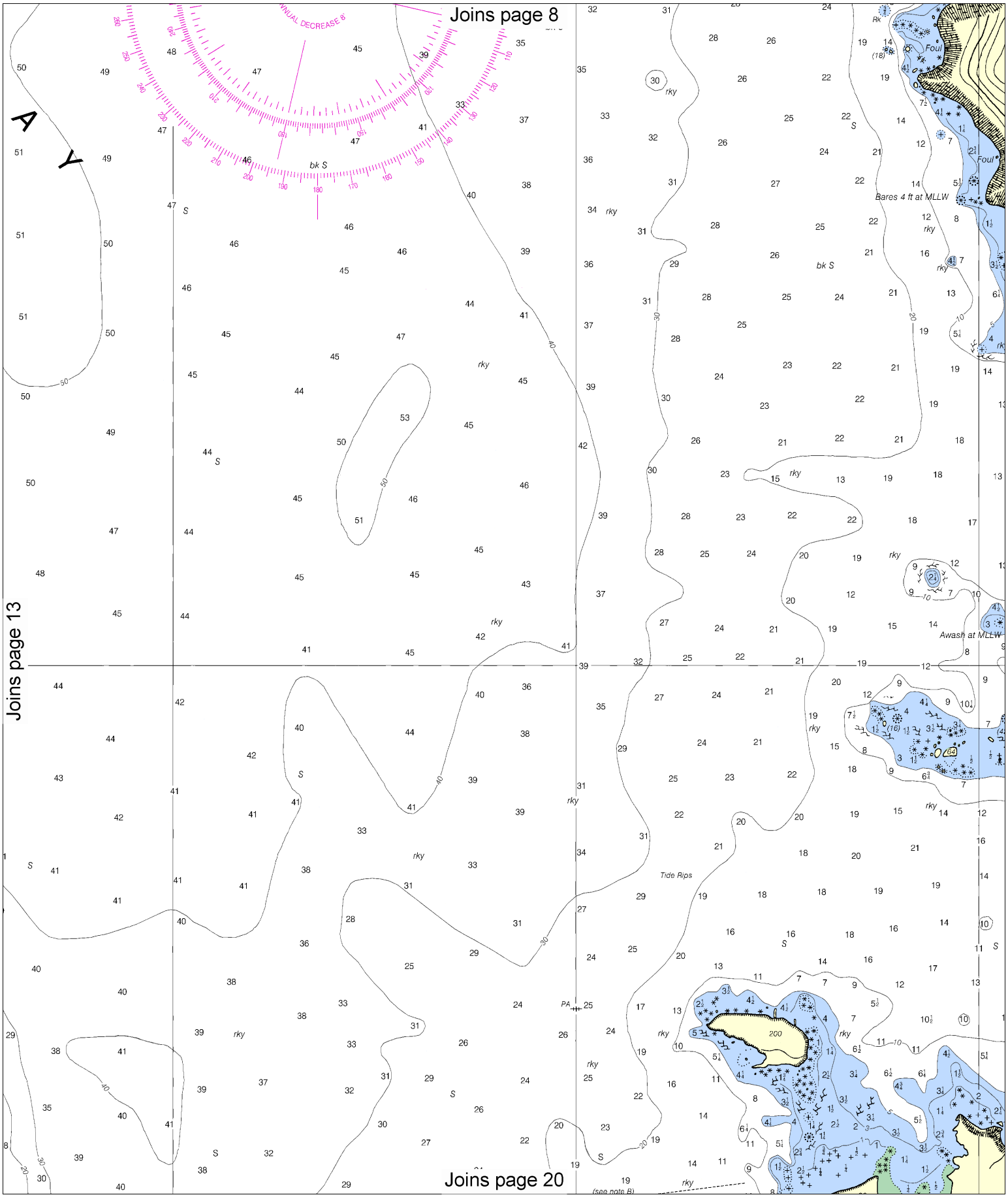
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
BAY
AKUTAN PT
Fl R 6s 163ft 4M "2"
Tide Rips
Joins page 14
Joins page 19



14

Note: Chart grid lines are aligned with true north.

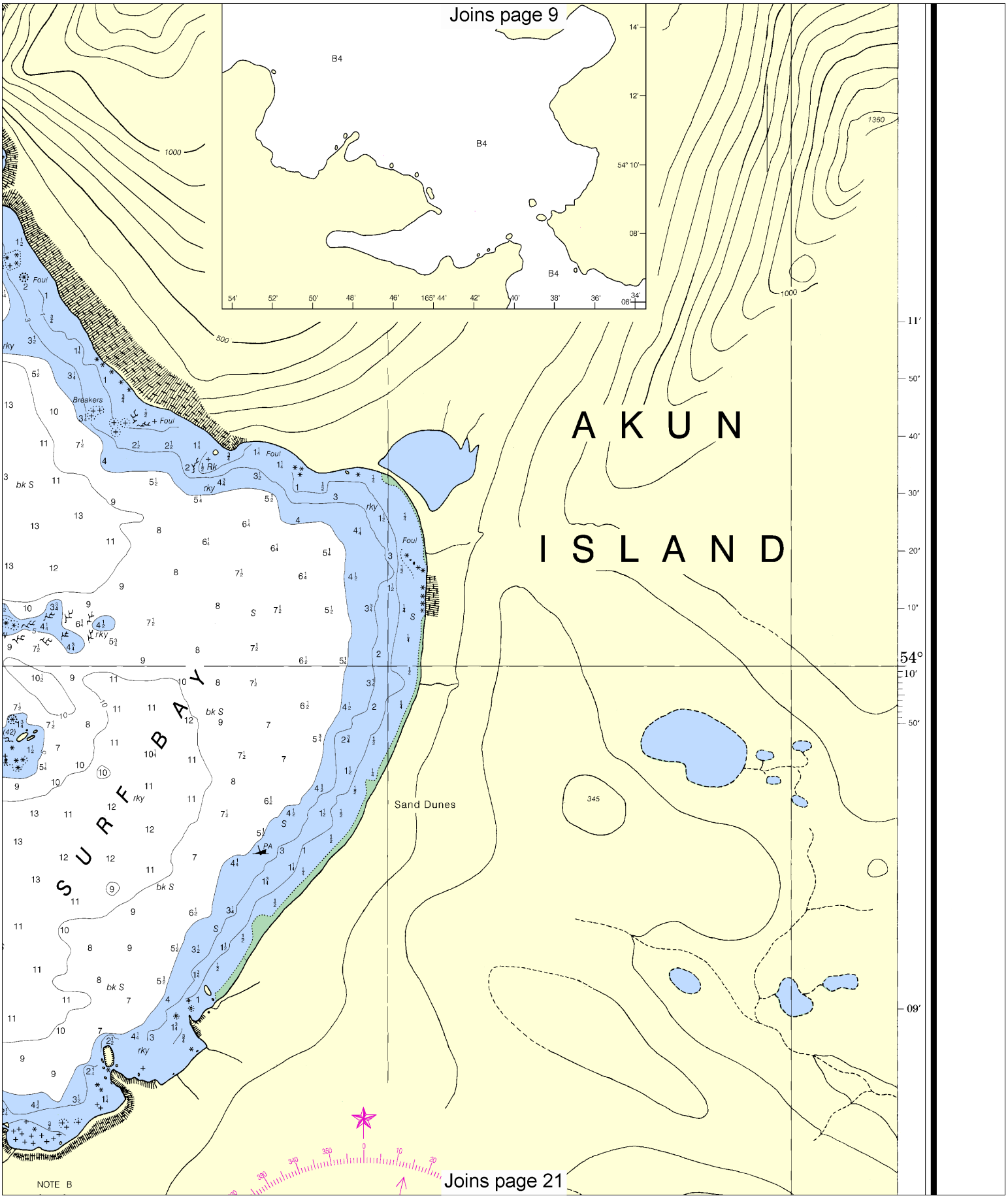
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500


Joins page 9
B4
B4
B4
14'
12'
54° 10'
08'
54'
52'
50'
48'
46'
165° 44'
42'
40'
38'
36'
34'
06'
1000
500
1350
1000
AKUN
ISLAND
SURF BAY
Foul
Breakers
Foul
Foul
Rk
Foul
rky
bk S
Sand Dunes
345
PA
11'
50'
40'
30'
20'
10'
54°
10'
50'
09'
NOTE B
Joins page 21

Joins page 10

A K U T A N I S L A N

UNITED STATES

ALASKA — ALEUTIAN ISLANDS

KRENITZIN ISLANDS

AKUTAN BAY

Mercator Projection
Scale 1:20,000 at Lat. 54° 10′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

Meters

500 0 500 1000 1500 2000 2500

08′

07′

06′

54′ 53′ 52′ 51′ 165° 50′

1295

1435

1370

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Akutan Harbor, Akutan I (54°08'N/165°48'W)	3.9	3.7	1.3	-2.5

(500)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

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Heights in feet above Mean High Water.

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

6th Ed., Jun 17/00 ■
16532

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote s
Ocean Service encourages users to submit corrections,
improving this chart to the Chief, Marine Chart Divisio
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

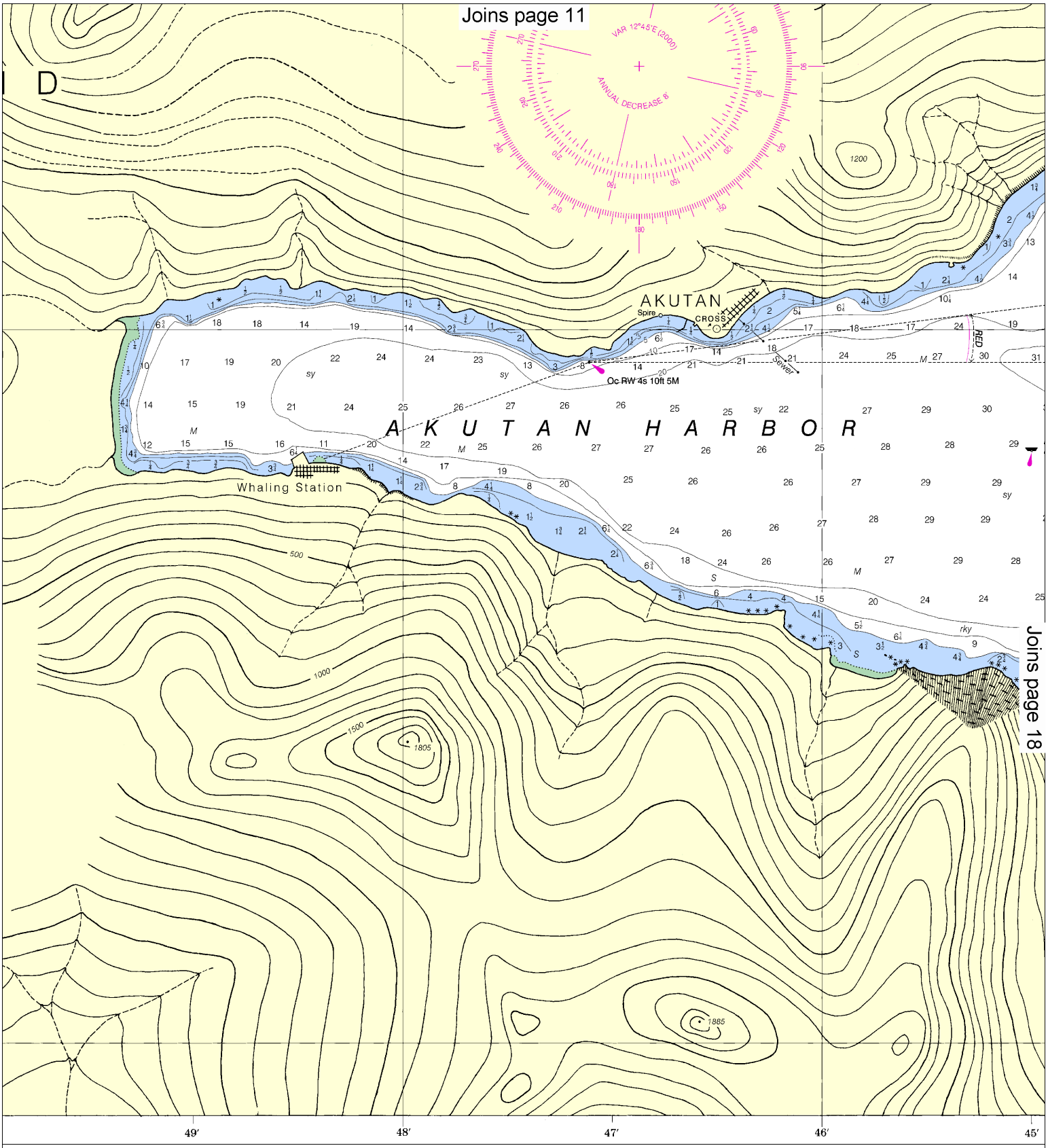
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



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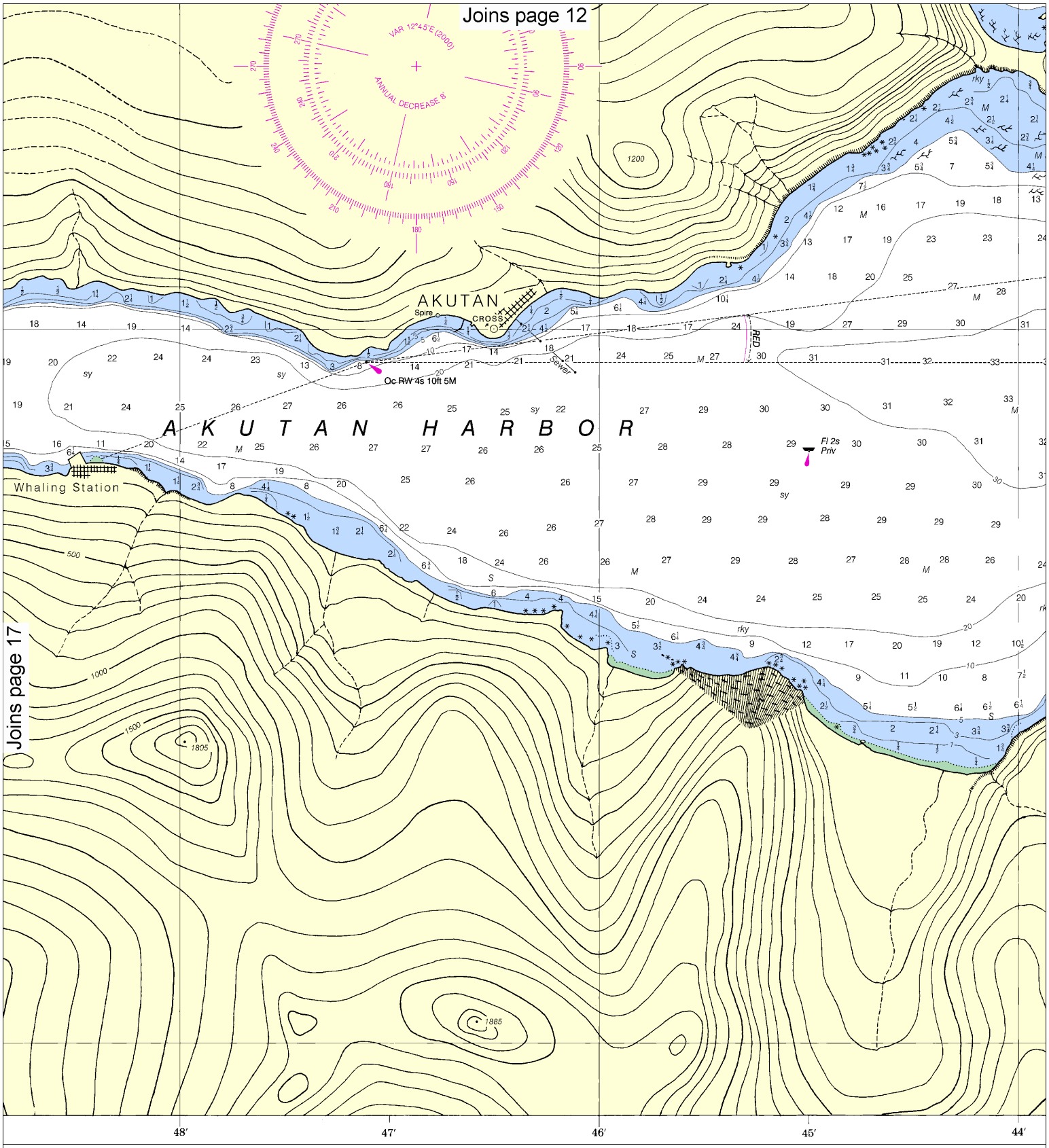
SOUNDINGS IN FATHOMS



SOUNDINGS IN FATHOMS

Published at
U.S. DEPARTME
NATIONAL OCEANIC AND A
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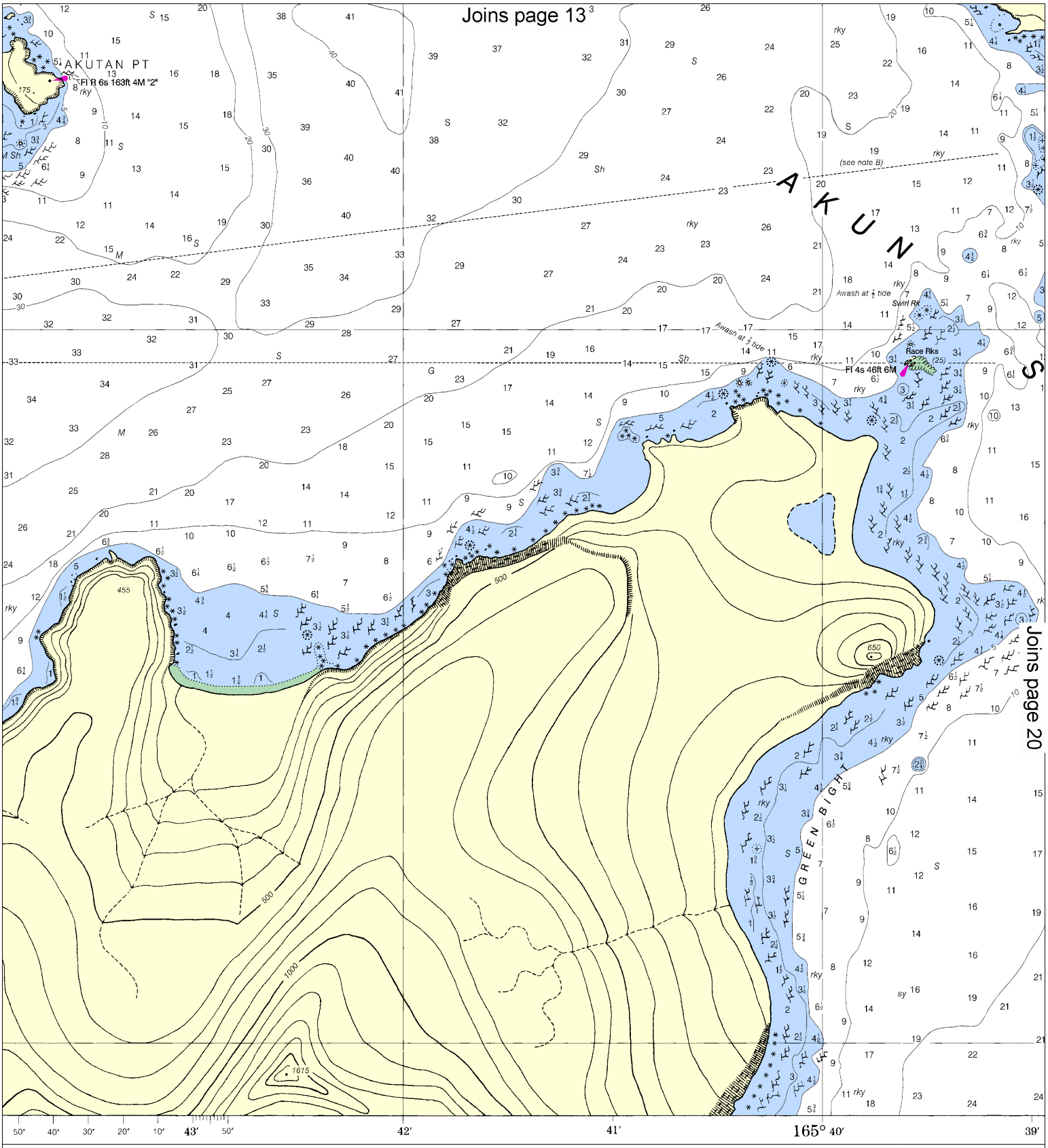
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

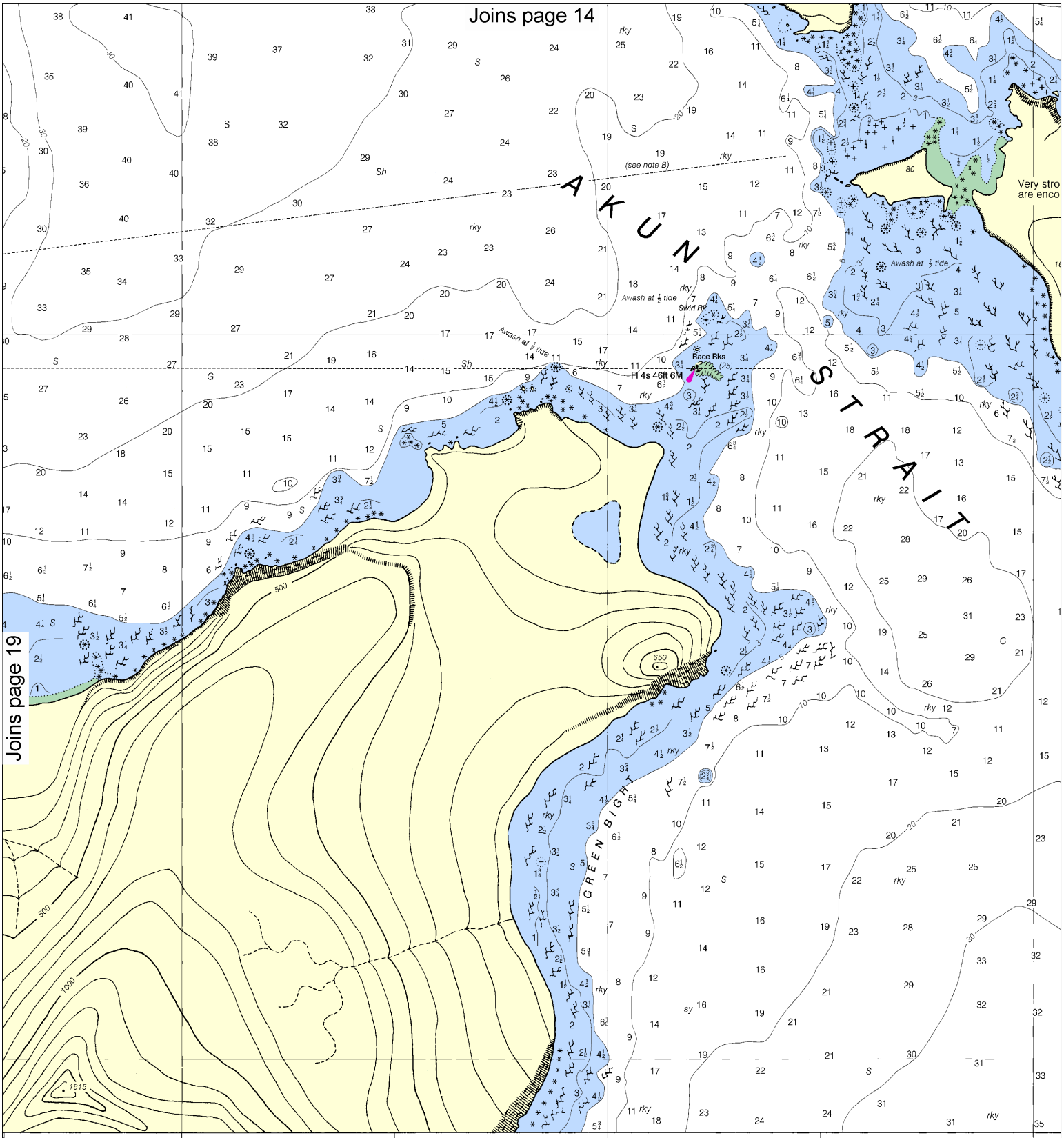
Yards
500 0 500 1000 1500 2000 2500



at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
AST SURVEY

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



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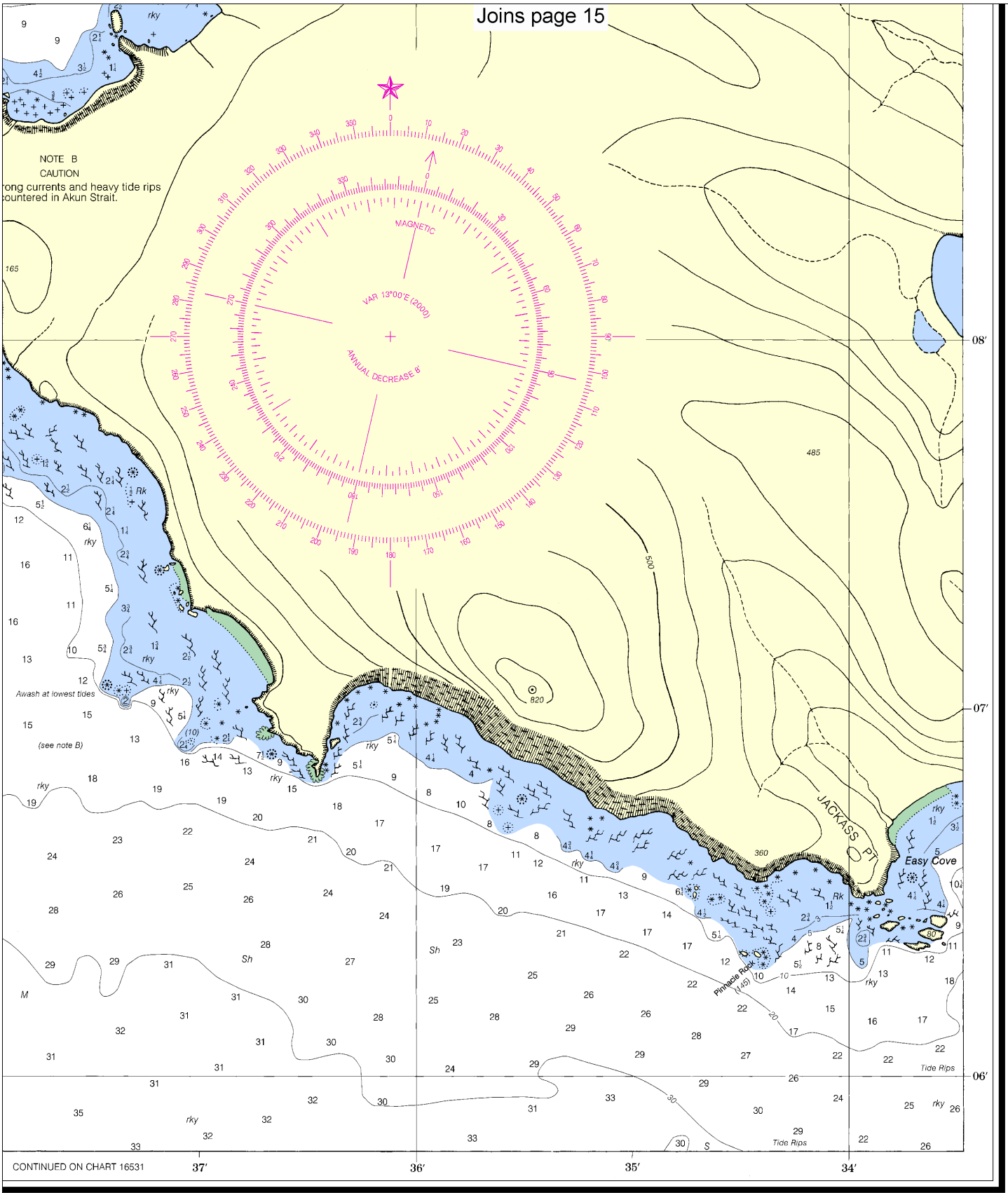
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

(Akutan Bay)

SOUNDINGS IN FATHOMS - SCALE 1:20,000

16532

ED. NO. 6
NSN 7642014011364
NIMA REFERENCE NO. 16XHA16532

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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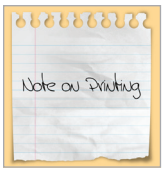

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